SPORTS OF THE SEASON.

BICYCLE TOURNAMENT - CRIST AND

Tourists in Virginia-The Nationals Defeated at Newark-The Next Big Yacht Race-Horse Races-Other Sporting Matters.

SPRINGFIELD, MASS., Sept. 14 .- At the bleycle tournament to-day Hondee won the ten mile race, W. Stone, of St. Louis, sec-end, Rhodes third. The five mile profes-Woodside second, Crocker third,

The second heat of the one mile world's championship was won by Burnbam, of Newton, beating F. F. Ives, of Meriden,

Newion, beating F. F. Ives, of Meriden, Conn.

The five mile amateur race, 16:30 class, was uninteresting untill the last lap. Langdon, the New Zealander, showed up in poor form, finishing sixth; H. S. Hart, of New Britain, Conn., was the winner; time 15:02.

The one mile promateur tricycle open race was wen by Burnham.

The three mile professional open race was won by Nielson; Crocker and Woodside were even for second place.

The third heat, of one mile, for the world's championship, between Story, of St. Louis, and Adams, of Springfield, was won by the former. Time, 3:1745.

The one mile tandem tricycle race was interesting throughout. Crist and Brown, of Washington, won in 2:43 1-5, with Rich and Foster, of New York, second, and Callister and Huntington, of Cleveland, third. The time by quarters was as follows: Quarter, 411-5; half, 1:31-25 (both American amateur record); three-quarters, 2:01-3-5; mile, 2:48-15 (both American amateur record); three-quarters, 2:01-3-5; mile, 2:48-15 (both American amateur record); amateur record); three-quarters, 2:01 3-5; mile, 2:43 1-5 (both world a records).

mile, 2:43 1-5 (both world's records).

The records broken are the quarter-mile American, 43 4-5; the half mile, 1:34; the English and world's record of 2:04 for three-quarters of a mile, made by Furnival and Gatebouse, and the American and world's record of 2:46 for a mile, made here last year by English and Cripps.

The last race was the fourth heat for the world's championship for a mile, and had Nellson and James for starters. The men moved off at a slow pace acid the hisses and howls of the crowd, and loafed around the track with James leading. They were fined \$10 each and ordered to increase their pace, which they did, Nellson finishing first in 4:19 4-5.

THE NATIONALS DEFEATED IN NEWARK.

NEWARK, N. J., Sept. 11,—The Newarks defeated the Washingtons to day in a very close

ie hits—New York, or York, or Hoston, or Hoston, or Hoston, t. Louis, Mo., Sept. 14.—The Maroons to-day the Chicago club in one of the most excit-contests of the season. The attendance

Score:

Kansas City 0 0 4 0 0 0 0 0 0 0 4

Detroit.... 2 0 3 0 0 1 2 1 0 9

Base Thits—Kansas City, 6: Detroit, 16. Errors—Kansas City, 5: Detroit, 6.

At Baltimore—Baltimore, 3: Pittsburg, 3—

derkness. SHEEPSHEAD BAY BACES.

SHEETSHEAD BAY, N. Y., Sept. 14.—First ace—For all ages, one mile. Telio Doe won y eight lengths, Estrelia second, Millie third. lime, 1919.—St cond race—For 3-year-olds, one and one-shall man be seen that the second, The Bourbon third. Time, 19684. Third race—For all sges, one and three-six-teenths miles. Editor won by two lengths, Valet second, Binnette third. Time, 233.
Fourth arce—For 2-year-olds, three-quarters of a mile. Ring Fox won by half a length, Comemars second, Laredo third. Time, 1:15. Fifth race—For 2-year-olds and upward, one and one quarter miles. Ernest won by a length, King George second, Florence M third. Time, 2:10-2. 210's.

Efath race—For 3-year-olds and upward,
seven furlongs on the turf. Mona won by a
length and a half. Bay Revel second, Fawn
third. Time, 1:25's.

BACES AT LOUISVILLE. Panama won, Topsy second, Sour Anasa third.
Time, 145).
Second race—Two miles. Sir Josoph beat
Lew Clark. Time, 3463.
Third race—Three-quarters of a mile. Pat
Faced won, Nora M second, Joseph R third.
Time, 147.
Fourth race—Five-eighths of a mile, for
maiden 2-year olds. Lombard won, Linda
Payne second, Miss Hight third. Time, 1343.

PHILADELPHIA, Sept. 14.—Hacing was con inued at Point Breeze Park to-day with arger fields, but lightest attendance of the necting.

First race—Three-quarters of a mile. Nettle ron, Font second, Bill Sterrett third. Time, Second race—Seven-eighths of a mile. Lord Lorne won, Sister second, Tunis third. Time, 133. Third race—One and one-sixteenth miles. Third race—One and one-eighth miles. Fourth race—One and one-eighth miles. Fourth race—One and one-eighth miles. Kensington won, Lord Lorne second, Wood-flower third. Time, 158.

Finh race—One and one-eighth miles, over four hurdles. Russbrook won, Rochester second, Boheme third. Time, 29835.

RACES AT WILKES-BARRE. WILKES-BARRE, PA., Sept. 13.—The first races of the fall meeting at Lee Driving Park took place here this afternoon. In the 2:19 class Julict won in three straight heats. Best time,

THE GRAND CIRCUIT MEETING Bosros, Sept. 14.—The grand circuit meeting opened at Mystle Fark to-day; 2:33 class won by Lady Whitefoot, Hilda second, Lucy M third. Best time, 2:37%. 2:20 class unfinished.

ENTRIES AND WEIGHTS.

First race—Mile heats—Ultimatum, 95 pounds; Bootblack, 103; Sour Mash, 85; Monarch, 83; First race—Mile heats—Ultimatum, 95 pounds;
Bootblack, 199; Sour Mash, 85; Monarch, 83;
Liza Catter, 90.
Second race—One and one-eighth miles—
Sauta Anlia Belle, 95 pounds; Warrington, 112;
Uncle Dan, 97; Hopedale, 112; Ente H., 112; I.
B., 100; Gold Bas, 118; Kirklin, 190; Big Tarce,
160; Bob Fisher, 195; La Sylphide, 112;
Third race—Three-quarters of a mile—Fellowbrocck, 105 pounds; Vulcan, 195; Tom
Hood, 97; Finality, 118; Watch on, 199; Lord
Cliffien, 115; Porter Ashe, 112; Clatter, 195;
Architabop, 115; Venisti, 199; Phil Lee, 112;
The Slashes, 115; Foster, 97; Blue Hood, 196;
Truant, 94; Kennebec, 192; Littlefellow, 199;
Tommy Cruse, 196; Violin, 115; Andella, 192.
Fourth race—Belle Mead Stakos, five cighths
of a mile, maldens—Outcome, 110; many
Engel, 195; Littlefellow, 195;
Fignic, 195; Littlefellow, 195;
Fignic, 195; Littlefellow, 195;
Fignic, 195; Littlefellow, 195;
Langard, 110; Collain, 112; Passion, 113; Bau
Nail, 197; Baubury, 197; Voletic, 197; Lincker
Lanne E., 197; Linda Payne, 197; Miss Hight, 197;
Latter E., 197; Latter

Prospect Park, From trace—Three-quarters of a mile—Jim Douglass, 183 pounds; Princess, 110; Electric, 112; Climax, 169; Estrella, 109; Lizzle Krepps, 29; Barta Elia, 81; Neille B, 81; Kosalini, 84. Second race—One mile, selling, special—Harrfoot, 166 pounds; Markland, 101; Herbert, 104; Mona, 163; Falconer, 19; Error, 93; Florence M, 93; Whitegig, 91; Calera, 81; Bramble-ton, 92. Fhird race—One and one-fourth miles cepstakes—Richmond, 113 pounds: Arctino

18.
Fourth race—One and three-sixteenths miles, foodlawn Handleap—Burch, 113; pounds; avor, 113; Eigin, 112; Hiddigo, 112; Bunette, 38; Louisette, 197; Ton Strike, 107; Modesty, 36; Royal Arch, 106; Supervisor, 109; Wick-am, 106; Percoa, 109; McCarthy's Last, 108; alconer, 109; Tolu, 109; Greenfield 97; Pouce, 93.

Patieoner, 100; Toin, 100; Greenfield 9; Poistico, 93;

Fish race—Three-quarters of a mile, special
Duke of Bourico. 120 pounds; Banbridge,
113; Louise, 112; Ittilata, 112.
Sight race—One mile, selling—Frankie B,
165 pounds; Frolic, 105; Little Minnie, 90; Emmet, 55; I. H. D, 98; Revoke, 100; Lizzie Mack,
100; Brait, 100; Broughton, 97; Mellowing, 97;
Catheart, 96; Adonis, 96; Frank Ward, 93; Touy
Foster, 110; Edgefield, 98;
This NEXT 100 Yacht Race.

New York, Sept. 14.—The yacht Puritan was
entered to-day in the race for the Chiaene Cup,
which is to be sailed off Newport on Saturday.
The Galatea and Maydower are also entered
for the emmerace.

the same race. CHICKET MATCH.

from the heavy rain of flunday, and the wicket at the close of the piny was very much out no and against run-getting. During the greater periton of less high rain continued to fail heavily, and to-day the wicket was so bad that it was almost impossible to play on it, and Montreal's chances of making anything like a respectable score were very much reduced. Score: Montreal, second timing, 5; English gentiemen, 70. The visitors were entertained at fea by the Montreal Lawn Tourns Chingha, the match, and left for Reston to-night.

WHERDARN TOURISTS IS VINDING.

HARRISONNURG, VA., Sept. 14.—The League of American Wheelmen tourish sarrived here at 2 p. m. from Staunton in fine feather, and much niensed with their first twenty-fly miles over the ranowned valley pike of Virginia. They were met by a number of local wheelmen They start in the morning for Luray exverns.

Commenting upon the death of Dew Drop.

They start in the morning for Luray caverus. Specifically upon the death of Dew Drop, for whom the buyers paid \$20,000, an eastern peper remarks: "Naturally the Dwyers were anxious to make as much money as possible with their costly purchase, and they were not patient enough with her, sending her repostedly on the course when she was not fit to run, and racing her through the hot summer against the strongest and hardlest cotts, a reckless policy to pursue with a filly whose health was deficiate. But her speed was a great that they thought she could run without mich went and tear. That they were wholly mistaken her carly death proves. If they had not raced her at all in June, when she was not well, and had run her only three or four times at Monmouth Park, she would probably be in perfect health to-day and would, win, a large sensitive and nervous filly through the summer, as if she were the toughest, of cotts, is almost sure to run her. It was reported on the sensitive and nervous filly through the summer, as if she were the toughest, of cotts, is almost sure to run her. It was reported on the sensitive and nervous filly through the summer, as if she were the toughest, of cotts, is almost sure to run her. It was reported on the sensitive and nervous filly through the summer, as if she were the toughest, of cotts, is almost sure to run her. It was reported on this is not true. Down Drop was worth a hundred of such werefred beauth of season while the earthen pot all holds fast."

Virgil, the renowned stallon, size of Hindoo, Tremont, and other great racets, died a few days ago at Eunendor! Daniel Swigert's stock form. He was full of years and honors, and fremout has given a fallo of glory to his last days. The cause of death was ashma.

The sixth American Choes Congress will begin at New York on Sept. 20, at 250 p. m. It will include an intermational tournament, in which the first prize will be \$1.00, and

in which the first prize will be \$1,000, and \$1,500 will be divided among the other prize winners. The report that Sullivan, the prize fighter, is bankrupt is cheering news. Perhaps the country will be treated to the novel spectacle of the eminent brute honestly working for a living. —Philodelphia Press.

Many are inclined to blame the New York players for not doing better on their western tour. The fault does not lie with the players so much as with the management, who falled to secure a third plitcher to help the team out. Keefe and Welch cannot do all the work. It is true that no good pitchers are to be had, but betroit secured three young men whose work in the box eccasionally afforded the other pitchers a rest. If the games were lost through them, they certainly made no worse shawing them they certainly made no worse shawing them. They certainly made no worse shawing them they certainly made no worse shawing them. The result in the field play with more spirit and determination than under ordinary circumstances.—New York. The great (certainly made no worse shawing them they cannot make the committed them they cannot make the certain them they cannot make the certain them. They certainly made not make the certain them they cannot make the certain them.

Narren, of Minneapous, and Jonainy Lott, of New York.

The eighth annual field trial of dogs, settors and pointers, will be run on qualls at Grand function, Tenu., commencing Dec. 6, 1886. The trials in the all-aged state will be Hon. John S. Wise, Richmond, Va. Dr. Rawlins Young, Corinth, Miss.; W. H. Key, esq., Florence, Ala.; alternate, C. W. Paris, Cincinnali, Onio. The judges in the Derby are H. W. Fuller, Richmond, Va.; Dr. Rawlins Young, Corinth, Miss., and W. H. Key, esq., Florence, Ala. Entries for the trials close Nov. 1.

D. ROBERT BARCLAY DEAD.

The Author of "Barclay's Digest" Suddenly Carried Away. Sr. Louis, Sept. 14.—The funeral yester-day of Mr. D. Robert Barclay was largely

attended by the friends of the deceased and by members of the legal profession, of which he was a prominent member. Mr. Barclay was born at Edgarton, Pa., June 21, 1827. He came to St. Louis thirty-six years ago, and has participated in nearly all of the prominent events connected with the city's growth since that date. In 1831 he married Miss Saille Watson, a resident of Arkansas, who died the following year. In 1854 he married Mary M. Hill, a daughter of Elisha H. Shephard, divorced wife of Britton A. Hill, the author of "Absolute Money" ard the great greenback expounder. This marriage was accompanied by much that was comantic and sensational. Mrs. Hill obtained her divorce by an act of the legislature, as in those days the laws were not as lenient in divorce matters as now, and the statutes made no provision for divorces. After the marriage Mr. Hill took occasion to comment upon the conduct of divorces. After the marriage Mr. Hill took occasion to comment upon the conduct of his wife, which resulted in an eacomater with Mr. Barelay on Fourth street, opposite the Planters', in which Hill was badly discomfitted. Mr. Shephard, Mr. Barelay's father-in-law, was a very wealthy man, and gave his daughter a handsome competence. Mr. Barelay, after his marriage, practiced his profession, the law, and engaged in business as a title investigator. He was the author of "Barelay's Digest," a codification of legal forms, the laws of the state, and decisions of the supreme court, which is considered standard authority in all state legal matters. He was also at one time editor and proprietor of the Dispatch, a paper which afterward consolidated with the Post. His wife has been at Alexandria, Va., with her children, for some time, look-Va., with her children, for some time, look-ing after their educational interest, but re-turned home a short time prior to his death, and was at his bedside when he died. He leaves three daughters, Mrs. E. L. McClel-land, who resides in Kentucky, and Misses Ettie and Annie Barelay. Judge Shephard Barelay, of the circuit court, although a son of Britton A. Hill, legally assumed the name of Barelay upon the marriage of his mother with Mr. Barelay.

STRANGLED TO DEATH.

An Aged Woman Murdered and Her

House Robbed and Burned. GENEVA, ILL., Sept. 14,—A little frame house which stood within a few hundred feet of the river, opposite Harrington's Landing, in this city, and the home of Mrs. Buckmire, an aged German woman, was the scene of a horrible crime last night. the scene of a horrible crime last night. Mrs. Buckmire was known to be in comfortable circumstances and to have saved considerable money, which she kept about the house. Early last night her house was discovered to be on fire, and all attempts to extinguish it were fruitless. The house was nearly consumed. It was thought that the old lady had gone to visit some friends, as no trace of her could be found, and the people attracted by the fire were about to give up the search when one of their number happened to go to the chicken house, a few yards away. As the person looked in he saw in the dim light a body lying on the ground, and called to some of the others to bring a light, which was done, and Mrs. Buckmire's body was found lying in the center of the little nouse, with a cloth tied fightly around her throat, indicating that she had been strangled to death. The body was lying in a cramped position, with the limbs drawn up, and the cloth was bound so tightly around her throat that her tongue protruded. The body was quite stiff, and the crime must have been committed two or three hours before. There were no indications of a struggle about the place where the remains were, and the theory is that Mrs. Buckmire was murdered in her house and the body carried to the outhouse. The perpetrator then returned to the house, ransacked it, and secured all the body be could, and set fire to the house to destroy all traces of his crime. The coroner and jury are holding an inquest, but no evidence has been discovered. Mrs. Buckmire was known to be in con ner and jury are holding an inquest, but no evidence has been discovered.

"LOOK to the Senate"-and the "Senatorial."

More Trouble at the Coast Survey Office. The misunderstanding which resulted in the dismissal of the old officials of the coast survey dismissal of the old officials of the coast survey is still causing trouble. Vesterday the pay roll of the survey was taken to Mr. Colone's office instead of to Col. H. Eaton Coleman, who il appears, had been designated to take charge of the roll. Col. Coleman sent to Mr. Colone's collect for it, and received an unsatisfactor reply. He then went to see Mr. Colona, and hot words resulting, Mr. Colona sent for the police and telephoned to the Secretary of the Treasury that a row with one of the elections was in progress, and asking for instructions.

Mr. and Mrs. George S. Kershaw celebrated the fiftleth anniversary of their marriage day at the beautiful country seat, "Rose Acres," in the District, south of the city, last evening, A large number of friends from the city and A large number of friends from the city and elsewhere were present, and extended their congratulations to the agod and happy couple. A splendid collation was served beneath the fine saks in a lovely crove on the premises. The presents were numerous and elegant, and the occasion a most delightful one to all present.

Thousands see for the first time in our "Sen sterial" what manner of men are our senators

MURDERED MAYOR BOWMAN. The Assassin's Confession-Allegation That a Railway Official at St. Louis

Paid \$2,500 for Having the Mayor "Put Out of the Way." Sr. Louis, Sept. 14 .- Arthur Arthbuthnot alias A. L. Pittmann, alias Charles Walker, alias Parsons, recently arrested at Covingthat county of having murdered the late Mayor Bowman, of East St. Louis, on the 20th day of last November. The sheriff has sent the confession to the East St. Louis authorities and it is in substance as follows: Durling the early part of November, 1885, I was visiting in the outskirts of the town about dask one evening, I was approached by a well dressed man of pleasing manners, who stopped and conversed with me. After a while he saked me if I wanted to make some money. I told him yes, I was pretty hard up, so I was ready to do enything. He said there was a man in East St. Louis who he wanted to put put of the way. I told him I was his man, and I could make arrangements to kidnap his victim. He said be dwalt want him kidnaped, but put of the way. I told him I was going to be banzed at all I wanted glo sell myself for a decent amount. I don't man thin kidnaped, but put out of the way. I said I would mare for the man for \$5.00. It I was going to be banzed at all I wanted glo sell myself for a decent amount. I don't intend to commit murder, however. I meant to kidnap the man and keep him in an asylum. By this means I could extort the money from my cantive and my principal at the same time. I made an aproximment to meet him again. At the second interview I learned that my employer was a vice president of a railroad company and a resident of St. Louis. The final arrangements were then made and I then arreaded to do the job for \$2.500. I stated immediately for New York, and while there made arrangements with "Tipady Jim" and "Striped Charlie Balke" to assist me. On the 13th of November I went back to East St. Louis and there completed the details of my scheme. I bought a built dog revolver, a five shooter of 4t caliber, and two long hunting knives. I didn't intend. I want it understood, to murder Mr. Bowman, but only bought the weapons to decend myself if he should resist my sitempt to kidnap him. That evening I met the railroad vice president by appointment, and while we were talking together Mr. Rowman's house, in which in was my intention to drive tim to an avylum where I had nade arrangements for his conditions of the way." He gave me his photograph so that I could make no mistake. On the next light my plans were complet

EDITOR NATIONAL REPUBLICAN: In my letter on probibition, published in you paper of the 9th instant, a few days before the election in Maine, I said: "The subject paper of the 9th instant, a few days before the election in Maine, I said: "The subject of prohibition, politically speaking, stands somewhat in the same position as the subject of protective tariff, which was dedged by the Democratic party for a long time by declaring it a local question; so that Mr. Blaine sees now the necessity of taking the bull by the horns and making it a positive issue on the part of the Republican party, thus forcing it upon the Democratic party. In so doing Mr. Blaine is doing the country a service in forcing a decision from the people one way or the other, thereby settling the policy of the government in this respect, which, in either event, is better than an uncertainty. From this very move I judge that Mr. Blaine considers the depression of business and labor due to certain 'uncertainties' prevailing in the policy of the government affecting our business enterprises." Since I wrote this the people of Maine have decided that Mr. Blaine is right, notwillistanding the tremendous efforts of the opposition. That Mr. Blaine in this respect really does represent the feelings of the mercantile interest I learned from the mouth of parties personally interested. I was invited to lecture before the economic or free trade Jeffersonian Club of Brooklyn, of which the Hon. Thomas J. Kinselia, then editor of the Brooklyn Eagle, was the president, and before which the Rev. Henry Ward Beecher and Prof. Sumner Jeffersonian Club of Brooklyn, of which the Hon. Thomas J. Kinselia, then editor of the Brooklyn Eagle, was the president, and before which the Rev. Henry Ward Beecher and Prof. Sumner Jeffersonian Club of Brooklyn, of which the Hon Thomas J. Kinselia, then editor of the Brooklyn in the Beyer of tariff. Mr. Kinselia himself reported the proceedings of the metaling in the Eagle, and said: "Mr. Issae Cohen lectured the proceedings of that meeting in the Eagle, and said: "Mr. Issac Cohen lectured last evening on 'Money; its Functions and Attributes,' before the Economic Lecture Association at the National Hall. Mr. Cohen spoke for nearly an hour, and was listened to with deep attention. At the conclusion of his remarks Mr. Cohen was loudly applauded."

of his remarks Mr. Comen was loudly appliauded."
At that meeting there were at least fifteen hundred old-time Brooklyn Democrats
and a thousand Republicans, Mugwamps,
and Greenbackers present. Right there in
the sanctum of free-trade gospel a Brooklyn
manufacturer, a Democrat, told me that an
"uncertainty" regarding a tariff policy was
just as injurious to his business as no policy
at all. "For," said he, "suppose I want to
invest a million dollars in the manufacture
of an article protected at present 50 per at all. "For," said he, "suppose I want to invest a million dollars in the manufacture of an article protected at present 50 per cent, and under a change of polley the protection of 50 per cent, is wiped out. I would loose one-half of my capital without any fault of my own." This is the condition which Mr. Blaine clearly sees and as a statesman presents to the American people. That this question involves the labor question is self-evident, and yet, instead of meeting the question in a manly way, and getting a fair expression upon it from the people, all kinds of demagogues can be found tramping about and declaring that it is no issue and Mr. Blaine is dodging. Fortunately the great body of the people begin to look around when the shoe begins to pinch a little too tight, and the result is bound to be as exemplified in Maine—that a square issue will carry the day, notwithstanding all the artificial opposition. Perhaps no one has a better right than myself to speak for the interest of the working-men, having sacrificed much in championing their cause. And, as long as they have determined to fight it out in the rauks of the existing political parties, I say that for the present protective tariff vs. free trade is a practical issue, in the absence of any other they especially champion, and upon the sattlement of which depends a good deal of their bread and butter. I would say to the workingmen, since you have politically nothing else to do, take one issue at a their bread and outer. I would say to the workingmen, since you have politically nothing clse to do, take one issue at a time, make it a square issue, decide it, and when decided and you have elected a party upon it, see that it is carried out.

ISAAC COURN.

Blaine-Nevins Beconcillation. New York, Sept. 14.—James G. Blaine, jr., arrived at the New York Hotel to-day and oined his wife there. To a reporter's question: he refused to make any reply except that the families were reconciled to the marriags, and the public should have no further interest in the matter.

LABOR TOPICS.

The weges committees appointed by the western glass manufacturers and workmen not in joint conference at littsburg yesteriay to arrange a scale of wages for the ensuing year. A compromise is looked for before an adjournment,

The Augusta, Ga., factory gives formal notice that all houses now occupied by operatives must be vacated by the 17th instant unless the occupants notify the superintendent before that time that they are willing to resume work. For over two mostlis, during the lockout, the operatives have occupied these houses without paying rent.

paying rent.

Pittsburg is threatened with an influx to foreign workmen. The depression felt in various parts of Great Britain, especially in the iron and steel producing districts, is having the effect of driving this skilled labor into American fields. Exaggerated reports of a great beom in iron in and around Pittsburg have reached the North Staffordshire workmen, and they are only waiting to hear the report of a committee appointed to examine into the condition of afters before a number of them, assisted by their more prosperous friends, will embark for Pittsburg. A vigorous opposition to the movement is expected from the labor organizations of this country.

THE MARKETS. Strong Undertone in Stocks-Prices

Rept Down. NEW YORK, Sept. 14 .- At the Stock Exchange the general disposition this morning was to take such profits as the existing prices afforded; atthe same time there was a widesprend feeling that some sort of reaction was due and realizations throughout the day kept prices down although the unmarket just after noon advanced sharply upon buying by the Chicago party and the foreigners, but the advance was not maintained and the selling for the rest of the afternoon caused a slow but steady depreciation of values. The news of the day was mostly favorable, the only element against the market being the lack of agreement among the managers at Chicago on disputed points. A rumor was started at one time that the trouble regarding balances in the old pool had been settled, which materially helped the grangers.

Afternoon purchases by Chicago, London, and Boston then railled the market sharply, and prices attained the highest range yet shown, but upon a cessation of the buying the market became quiet and prices resumed their slow and steady decline, the market finally closing heavy at quotations. market just after noon advanced sharply

cline, the market finally closing heavy at quotations.

Money on call is harder, ranging from 5½ to 10, last loan at 7, and closing at 6 to 7. Sterling exchange is steady; actual business at 481½ to 482 for sixty-day bills and 484½ to 484½ for demand; posted rates 482½ to 485½. Government bonds have been dull but firm. State bonds have been dull and steady.

Treasury balances—Coin, \$127,845,967.04; currency, \$28,398,516.25. Quotations of Tuesday's Stock Sales. The following daily market reports have been

		High.	Low.	Clas
Canada Pacific	67	678h	67	671
Central Pacific	44%	44%	41%	641
C., H. and Q	137	187	2765a	120
Delaware & Hudson	100	101%a	100%	100
D., L. and W	13234	135	23174	1110
Rrie	537m	33%	335	83/
Eric Eds	10216	10274	101%	102
Kansas and Texas	2023 May	00%	38	33
Jersey Central	Dilibia	5636	85%	887
Lake Shore	No.	361274	25.5 No.	88
L. and N	47%	4734	46%	40
Manhattan consols	1403m	140 kg	140	140
Missouri Pacific	112%	112%	312%	112
Northwestern	116%			116
Northern Pacific	20	29	2674	18
N. P. pref	6176	605	651.3da	61
New York Central	11234	71234	1111%	111
Omaba	41/84	49%	45%	46
Omaha pref	11016	11334	113	111
Oregon Trans	3534	253 Apr	24.5%	- 34
Oregon railway	109%	100%	109	100
racine Mall	6734	6776	8736	67
Reading	201744	2634	261ia	20
St. Paul.	\$1176	9734	96%	96
Texas Pacific	3.47m	14%	14%	14
Union Pacific	5756	565te	8176	86
West Shore 1st	102	100	102	103
Western Union	65	65	8734	67
Petroleum	02%	6374	62%	63

Opng. High. Low.

...... 6 53 6 62½ 6 55 6 57½ 6 45 6 43 6 40 6 40 Washington Stock Exchange, The following list of the most active stocks deal in on the Washington Stock Exchange is furnished by Mesars. Bell & Co., bankers. No. 1637 Pennsyl wants avenue: Sept. 14, 1586. 115

Anacostia Washington Gas Light Co.... Georgetown Gas Light Co.... Washington Gas Light Co... 20. E38
Georgetown Gas Laght Co... 25. 42
Firenen's Insurance Company. 20. 42
Firenen's Insurance Company. 20. 43
Fathelin Insurance Company. 25. 45
Sational Union Insurance Co... 204
Arlington Insurance Co... 204
Arlington Insurance Co... 20. 50
Fotomac Insurance Co... 25. 61
Riggs Insurance Co... 25. 61
Riggs Insurance Co... 25. 61
Riggs Insurance Co... 26. 83
Board Pab. Works Green 88 96
Masoule Hall bonds. 10. 135
Washington Market Co. stock. 56. 1194
Rational Bank of Republic. 100. 124
Parmers & Mechanics' National
Bank, Georgetown ... 180. 165
Central Sational Bank. ... 190. 1164
Geoord National Bank. ... 190. 1165
Real Estate Title Ins. Co... 100
L. S. Earlington Co... 100
National Safe Deposit Co... 100
Wash. Light Inf. Istmortage. 190. 85
Baltimore Produce Market Set

Baltimore Produce Market—Sept. 14.

COTTON dull: middling. 0!4.

FLOUR easy and quiet.

WHEAT—Southern a shade firmer in tone; western easier and quiet, southern red. 85@
Sec. do. amber. 87@50c; No. 2 western winter red. spot. 81%6844c; October. 854@685/gc; November. 87%685/gc; December. 854@685/gc; CORN—Southern quiet and nominally higher; western easier and dull: southern white. 51@52; do. yellow. 51@52; western white. 51@52; do. yellow. 51@52; western white, 51@52; do. yellow. 51@52; western mixed, spot. 476@475gc; October. 477%645c; November. 485/6849; sicamer. 45 bid.

OATS firm and quiet; southern, 25@51c; western white. 35@51c; do. mixed, 30@32c; Pennsylvania, 25@51c.

RYE stendy. 54@57c.

PROVISIONS steady.

COFFEE bigher and excited; Rio cargoes, ordinary to fair, 10%6112c.

SUGAR steady and quiet; A soft, 0%c; copper refined steady. 95@691c.

WHISKY steady, 51.19@1.20.

Other articles unchanged.

BALTIMORE STOCK MARKET.

BALTIMORE STOCK MARKET.

BALTIMORU, Sept. 14.—Virginia 6s, consolidated, 52; do. new 3s, 67% bid to-day. Difference in Time.

[From the Astronomer Royal.] Owing to the rotation of the earth abou is axis, the room in which we now are in is moving eastward at the rate of 600 miles an hour. If we were in an express train going eastward at a speed of sixty miles an going eastward at a speed of sixty miles an hour (relatively to places on the earth's surface), the velocity of a traveler due to the combined motions would be 660 miles an hour, while if the train were going westward it would be only 540 miles. In other words, if local time be kept at the stations, the apparent time occupied in traveling sixty miles eastward would be fifty-four minutes, while in point sixty miles west-minutes, while in going sixty miles west-minutes, while in going sixty miles west-

the apparent time occupied in traveling sixty miles eastward would be fifty-four minutes, while in going sixty miles westward it would be sixty-six minutes. Thus the journey from Paris to Berlin would apparently take an hour and a half longer than the return journey, supposing the speed of the train to be the same in both cases. In Germany, under the influence of certain astronomers, the system of local time has been developed to the extent of placing posts along the railways to mark out each minute of difference of time from Berlin. Thus there is an alteration of one minute in time reckoning for every ten miles eastward or westward, and even with the low rate of speed of German trains, this can hardly be an unimportant quantity for the engine drivers and guards, who have to alter their watches one minute for every ten miles they have traveled east or west. This would seem to be the reduction ad absurdum of local time. In this country the difficulty as to time reckoning to be used on railways was readily overcome by the adoption of Greenwich time throughout Great Britain. The railways carried London (i. e. Greenwich) time all over the country, and thus local time was gradually displaced. The public soon found that it was important to have correct railway time, and that even in the west of England, where local time is about twenty minutes behind Greenwich time, the discordance between the sun and the railway clock was of no practical consequence. It is true that for years both the local and the railway times were shown on village clocks by means of two minutes bands, but the complication of a dual sys-Corner Fourteenth and D Streets Northwest F All Branch Office at the Arlington. on village clocks by means of two minute bands, but the complication of a dual sys-tem of reckoning time naturally produced

nconveniences, and local time was gradually Assignee Mannix Not Convicted. CINCINNATI, Onio, Sept. 14.—The jury in the case of J. B. Mannix, late assignor of Arch-bishep Purcell's estate, charged with emberstement, was discharged late this afternoon without having agreed upon a verdiet. It is aid ten were for conviction throughout the twenty jour hours of deliberation and two for goodstrail.

Sive and billous headache cured by Dr. Pierce's "Pellets."

COL. INGERSOLL ON LAWYERS. He Has Not an Elevated Opinion of

[Boston Herald.]
"The lawyer is merely a sort of inteller tual strumpet. He is prepared to receive any case. He is a sort of a burglar in the realm of mentality. It is a fortunate thing any case. Ho is a sort of a burglar in the realm of mentality. It is a fortunate thing for the lawyers that, whenever a man is created who has the pecular faculty for legal acquirements and controversy, at the same time enough fools spring into exist-tence to give him a good living. It is illustrated in the story of the man who studied for the ministry fad occupied the pulpit for a number of years without success, and then studied medicine and practiced this profession for a number of years without success, and then studied medicine and practiced this profession for a number of years without success, and then studied law and, entering upon its practice, made a fortune at it. He declared he had found men more willing to pay for having their own way than to be guaranteed their soils or to keep their bodies whole. My ideal of a great lawyer is that great English attorney who, having accumulated a fortune of £1,000,000, left it all in a will to make a home for idlots, declaring that he wanted to give it back to the people from whom he took it."

"Your opinion seems to be more severe on your clients than yourself," I said.

The colonel laughed as he said: "I never want to know much about my elients. I never want to know whether they are guilty or not. I do not even care to know what they can prove. When I know that I am ready for business."

A large and enthusiastic meeting of the Federation of Labor Unions was held in Chesa peake Hall last night. Among other busine he following resolution was unanimous adopted:

amilies not to patronize stores that keep ope ofter 7 p. m., Saturdays excepted.



abad bruise; the slip of Knife may result in a Serious Cat. an axe or

Any of these things may happen to one of your family at any moment.

PERRY DAVIS PAINLER ready for use in such cases? It has no equal for the cure of scalos, burns, cuts, swellings, bruises, Sprains, sores, insect bites &c.—All Druggists Sell it. PERRY DAVIS & SON. PROVIDENCE

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I. T Beauregard

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30. Fifths, 92. Tonto.

10. Fifths, 92. Tonto.

11. Capital Prize of \$150,000.

11. Grand Prize of \$10,000.

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4. Large Prizes of \$10,000.

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JOHN H. HARRIS, Proprietor. WASSISSION, D. C. ARMY AND NAVY HEADQUARTERS. FOUR INON PIRE ESCAPES,

ST TERMS IS AND MA PER DAY. ST. JAMES HOTEL; (ON THE EUROPEAN PLAN

Corner High Street and Pennsylvania Avenue.

TRAVELERS' GUIDE. DALTIMORE AND ONIO RAILBOAD, edule in effect SUNDAY, MAY 35, 1898,

Leave Washington from station, corner of New Jersey avenue and C street. The 10-30 a.m. is and 10-10 p.m., daily, The 10-30 a.m. is a Fast Limited Express for Pittsburg and Chicago, arriving in Pittsburg at 7.30 p.m., Chicago betz morning at 8-35. No extra fare is charged on this train for fast time. cxira fare is charged out this train for fast lime.

For Cincinnail, Louisville, and St. Louis, daily, at 3:30 p. m. and 10:10 p. m. with through coaches and Palace Siesping Cars to above points, without change; 3:30 p. m. and fast limited train to discinnail and St. Louis, arriving in Cincinnail next morning at 7:55, 81, Louis 6:40 p. m. No extra fare is charged on this train for fast time.

For Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg at 10:00 a. m. and 8:55 p. m. daily, to Pittsburg and Siecpina Cars to Pittsburgs, For Loxington and Local Stations 8:50 a. m., daily, except Sunday, and 10:10 p. m. daily, For Loxington and Local Stations 8:50 a. m., daily, except Sunday, and intermediate points between Balti-nore and Wilmington, 5:30, and 10:05 a. m., 12:10, 12:35, 3:15 (6:40, 7:50, 8:25, and 11:00 p. m.

For Raitimore on Sundays, 6:30, 7:30, 8:30, and 10:55 a. m., 12:50, 12:50, 5:40, 5:40, 6:40, 7:30, 8:25, and 10:55 a. m., 12:50, 12:50, 5:40, 5:40, 6:40, 7:30, 8:20, and 10:55 a. m., 12:50, 12:50, 5:40, 5:40, 6:40, 7:30, 8:25, and 10:55 a. m., 12:50, 12:50, 5:40, 5:40, 6:40, 7:30, 8:20, 4:40, 5:40, 6:40, 7:40, 8:25, 11:00 p. m.

For Shenandonh Valley Railroad, and points. For Baltimore on Sundays, 6:30, 7:30, 8:30, and 10:05 a. m., 1:25, 1:36, 3:30, 4:40, 5:48, 6:40, 7:40, 8:25, 1:30 p. m.

For Shemandoah Valley Railroad, and points South, 10 a. m. and 5:30 p. m., daily. The 10 a. m. sas seeper washington to New Orleans, 5:30 p. m. seeper to Little Rock.

For Annapolis, 6:40 a. m., and 5:10 and 4:30 p. m., on Sunday, 8:30 a. m., 4:10 and 4:30 p. m., on Sunday, 8:30 a. m., 12:10 p. m., 8:30, 4:40, 7:30, and 1:20 p. m., 6:30 a. m., 12:10 p. m., 3:30, 4:40, 7:30, and 1:20 p. m., on and 1:30 p. m. for sations on Metropolitan Branch, 6:48 a. m. daily, except Sunday for principal stations on Metropolitan Branch, 6:48 a. m. daily, on Sunday stops at all stations. For Gailhersburg and intermediate points, 19:30 a. m., daily, except Sunday for principal stations on Metropolitan Branch; 6:48 a. m. daily, or Sunday stops at all stations. For Gailhersburg and 1:25 p. m., daily at Sunday, For Frederick, 8:50 a. m. and 4:40 p. m., daily, except Sunday, For Frederick, 8:50 a. m. and 4:30 p. m., daily, except Sunday, For Frederick, 8:50 a. m. and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m., and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m. and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m. and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m., and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m., and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m., and 5:31 p. m., daily, except Sunday, For Hagerstown 10:00 a. m., 11:10 p. m., (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m. (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Figure Rack, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Hagerstown 10:00 p. m., (Little Rack, For Table Sunday, For Figure Rack, For Table Su For Hagerstown 10:00 a. m. and 5:31 p. m., daily, except Sunday.
Trains arrive from the West daily, 6:20, 7:20 a. m., 11:15, 6:20, and 10:20 p. m. (Little Rock Express).
From Wilmington, Del., and intermediate polute north of Ballimore, 11:15 a. m. From Annapolla 8:20 a. m., and 1:30 and 5:25 p. m.; Sunday, 10:25 a. m., and 1:30 and 5:25 p. m.; Sunday, 10:25 a. m., and Valley Railroad, 7:20 a. m., daily, and 6:20 p. m. daily, except Sunday.
From Harper's Ferry and Valley Railroad, 7:20 a. m., daily, and 6:20 p. m. daily, except Sunday.
Trains leave Hallimore for Washington at 5:10, 6:20, 7:20, 9:00, 2:05, and 10:26 a. m., 12:15, 2:20, 3:4, 4:20, 5:60, 7:42, 9:30, and 10:26 a. m., 12:30, 2:30, 4:50, 5:50 6:37, 7:45, 9:30 and 10:30 a. m., 12:30, 1:30, 5:50 6:30, 7:30, 3:30, 1:30, 5:50 6:30, 7:45, 9:30 and 1:30 p. m., 1:30, 2:30, 4:20, 5:50 6:30, 7:45, 9:30 and 1:30 p. m., 1:30, 2:30, 4:20, 5:50 6:30, 7:45, 9:30 and 1:30 p. m., 1:30, a. M. Italias from Washington stop at Relay Station except 1:25, 2:15, and 6:40 mashington Station of Fouriersh street, where orders will be taken for baggage to be checked and received at any point in the city.
B. DUNHAM,
Gen. Manager, Baltimore,

oint in the city. C. K. I B. DUNHAM, Gen. Manager, Baltimore, Washington, ohio & Western Rail

Schedule in effect Aug. 1 1886. Schedule in energy and 1 1800.

Trains will leave from and arrive at B. & P. Station, Sixth and B streets, as follows:
Leave Washington 9:10 m. daily, arriving at Round Similar, and 4:45 p. m. daily, arriving at Round Hill 11:44 a. m. and 7:19 p. m. Returning, trains leave Round Hill at 6:08 a. m. daily, and at 3:15 p. m. daily, except Sunday, arriving at Washington 8:40 a. m. and 3:48 p. m.

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11:15 A. M.—For all the Virginia Springs and the west, daily except Sunday. Free Conservation Car from Charlottesville.

5:30 P. M.—For the Virginia Springs and the West. Solid train, with Pullman sleepers to Louisville. Pullman service to Cincinnati and St. Louis. Fast express daily. daily.

For tickets and information apply to C. & O. railway office, 513 Pennsylvania avenue, and B. & P. station.

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STERI, RAILS, MAGNIFICENT EQUIP

MENT.

TIN EFFECT JUNE 29, 1886.

TRAINS LEAVE Washington from station, corner 6th and 8 streets, as follows:
For Pittsburg and the West, Cheago Limited Express of Palace Steeping Cara at 9.50 a. m. daily; as Line, 9.30 a. m. daily to Chicianatian St. Louis, with Steeping Cars from Harrisburg to Cincinnatian St. Louis, with Steeping Cars from Harrisburg to Cincinnatian Of Chicago, with Steeping Cars Washington to Chicago, with Steeping Cars Washington to Chicago, Chicago Express, at 7:10 p. m. daily, with Steeping Cars Washington to Chicago, and Harrisburg to Cleveland, connecting at Harrisburg with Western Express, with through Steepers for Louisville and St. Louis, Pacific Express, 10 f. m. daily for Pittolia, Pacific Express, 10 f. m. daily for Pittolia, Pacific Express, 10 f. m. daily of Pittolia, Pacific Express, 10 f. m. daily of Pittolia, Pacific Express, 10 f. m. daily of Pittolia, Pacific Express, 10 f. m. daily, except Saturday, with Palace Cars Washington to Kochester, Buffalo, Niegara 10:30 p. m. daily, except Saturday, with Palace Cars Washington to Kochester, For Williamsport, Lock Haven, and Eknira, at 9:50 a. m., daily, 10:50, and 11:20 p. m. On Sunday, 2:50, 4:13, 10:50, and 11:20 p. m. On Sunday, 2:50, 4:13, 10:50, and 11:20 p. m. On Sunday, 9:50 a. m., daily, except Sunday, 9:50 a. m. and 2:50 p. m. daily, except Sunday, 9:50 a. m. and 2:50 p. m. daily, except Sunday, 10:50, and 11:20 p. m. On Sunday, 9:40, 0. m., 4:15, 10:40, and 11:20 p. m. On Sunday, 9:40, 0. m., 4:15, 10:40, and 11:20 p. m. On Sunday, 9:40, 0. m., 4:15, 10:40, and 11:20 p. m. On Sunday, 9:40, 0. m., 2:415, 6:50, 10, and 11:20 p. m. On Sunday, 9:40, 0. m., 2:415, 6:50, 10, and 11:20 p. m. On Sunday, 9:40, 9:50, 11 a. m., 2:415, 6:50, 10, and 11:20 p. m. Dailinged Express, 9:40 a. m., 2:415, 6:50, 10, and 11:20 p. m. Dailinged Express, 9:40 a. m., 2:415, 6:50, 10, and 11:20 p. m. Limited Express, 10:415, 4:50, 4:40, 6:00, 7:10, 16 and 11:20 p. m. On Sunday 9:40, 9:

p. m. On Sunday at 6:00, 9:25, 10:55 a. m., 8:35 p. m.
For Richmond and the South, 6:00, 10:55 a. m. daily, and 4:35 p. m. daily, except Sunday.
Trains leave Alexandria for Washington, 6:05, 8:35, 10:05, 10:10 a. m., 1:00, 3:05, 3:25, 5:10, 7:20, and 10:42 p. m., and 12:10 midnight (except Monday). On Sunday at 8:00 and 10:10 a. m.; 7:05, 10:32 p. m., and 12:10 night.
Tickets and information at the office, northeast corner of 13th street and Pennsylvania avenue, and at the station, where orders can be left for the checking of bagange to destination from hotels and readenness.

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